



TRANSPORTATION IMPROVEMENT PROGRAM

**STATE FISCAL YEAR
2008 – 2012**

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INTRODUCTION

The Transportation Improvement Program (TIP) for the Columbus Area Metropolitan Planning Area (CAMPO) lists all transportation projects that use federal transportation dollars as well as transportation projects of regional significance. The TIP has a five year horizon and is updated at a minimal on an annual basis.

PURPOSE

The TIP serves multiple purposes.

- 1) It is the instrument for implementing the long range transportation plans.
- 2) It is one of several tools to keep the public informed of the direction of and change to their transportation network.
- 3) It sets forth a rough schedule for local officials for coordination purposes.
- 4) It provides a financial overview, ensuring that those projects scheduled can be realistically financed.

RESPONSIBLE AGENCY

Title 23 (Sect 450) of the Code of Federal Regulations requires that the Transportation Improvement Program be developed and updated annually under the direction of the Metropolitan Planning Organization. The Columbus Area Metropolitan Planning Organization (CAMPO) has been designated by the Governor of the State of Indiana as the MPO for the Columbus Urbanized Area. The CAMPO planning area includes Bartholomew County, the Blue River Township of Johnson County, and the Jackson Township of Shelby County.

TIP DEVELOPMENT PROCESS

The CAMPO Transportation Improvement Program implements the CAMPO Transportation Plan. MPO funded projects flow from the Transportation Plan into the TIP. The CAMPO Transportation Plan covers a period of twenty-five years and sequentially lists all projects to be accomplished within that time period.

The TIP is updated on a continual basis via the addition of smaller changes. Smaller changes include minor changes in project costs and timing, and the addition or deletion of INDOT projects.

The TIP receives a complete review and update on an annual basis. This is called the TIP development process, and has multiple steps. In the first step, another year is added to the timeframe of the TIP. For example if the last TIP covered the years 2007 through 2011, the new TIP will cover the years 2008 through 2012. From the twenty five year MPO Transportation Plan, MPO staff adds projects that have entered the timeframe covered by the new TIP.

In the second step, MPO staff meets with all project sponsors to review project schedules and costs for MPO funded projects. Project sponsors are referred to as Local Planning Agencies (LPA). Examples of an LPA include the City of Columbus Engineer, the Bartholomew County Highway Engineer, or the People Trail Coordinator for Columbus Parks and Recreation. LPAs are responsible for the management of the individual projects listed in the TIP.

In the third step, MPO staff reviews INDOT sponsored projects with INDOT staff. The MPO does not have any form of budgetary authority over INDOT projects, however in accordance with federal regulations all federally funded transportation projects within the planning area of the MPO must be included in the TIP. Most INDOT projects involve the use of federal funds. The inclusion of INDOT projects in the TIP is also an important element in ensuring that INDOT and MPO projects are working towards the same regional transportation goals.

With the completion of steps one through three, the draft TIP is complete. In the fourth step, the draft TIP is then presented to all consulting parties, the public at large and the Technical Advisory Committee (TAC). Upon approval by the TAC, the draft TIP is taken to the MPO Policy Board for approval.

Once approved by the MPO Policy Board, the TIP is forwarded to INDOT and all other appropriate state and federal agencies for review. The TIP must be approved by the MPO and the Governor, and a conformity determination must be made by the FHWA and the FTA. The TIP then becomes, without modification, part of the Statewide Transportation Improvement Program (STIP).

TIP AMENDMENT PROCESS

The TIP may be amended at any time, with appropriate public involvement and appropriate approvals. Minor administrative modifications may be made to the TIP without public involvement. Additionally, projects may be advanced between years of the TIP without a TIP amendment. The exception to this are projects within Blue River Township in Johnson County and Jackson Township in Shelby County. These two townships are part of the Central Indiana Air Quality Non-attainment Area and thus all projects for these areas listed in the TIP have been included in air quality calculations of the Indianapolis MPO. Air quality relevant changes to the TIP for these two areas are only possible in coordination with the Central Indiana Air Quality Consultation Group.

For more detailed information on the process of amending the TIP, please contact MPO staff who can both discuss the process with you as well as provide a copy of the CAMPO Procedures Manual.

FISCAL CONSTRAINT

The TIP must be financially constrained. In other words, the MPO budget has to be balanced; the cost of projects listed may not exceed the spending authority of the MPO. The calculation of financial constraint confines itself to those moneys and projects under control of the MPO. INDOT conducts its own budgetary planning for INDOT projects listed in the TIP.

One important factor in creating a project specific plan is estimated future revenue streams. The amount of federal funding the MPO receives varies from year to year. Factors affecting the funding level include congressional legislation (new transportation bills), variances in annual appropriation levels, and rescissions. In accordance with the INDOT / Local Federal Aid Sharing Agreement, fluctuations in federal funding levels are shared equally among all parties. Spending authority for the MPO is restricted to the period of the current congressional transportation bill. Transportation bills generally have a life of six years. Funding projections outside of this time period are estimated by MPO staff.

MPO FUNDING OVERVIEW

The following table shows available and required funds to support the 2008 – 2012 Transportation Improvement Program.

FEDERAL SOURCE	FEDERAL*		LOCAL*	
	REQUIRED	AVAILABLE	REQUIRED	AVAILABLE
Group II	9,719	10,125	2,430	2,430
Group III	800	800	200	200
TCSP	1,041	1,041	0	0
	11,560	11,966	2,630	2,630

*in thousands of dollars.

Federal transportation dollars managed by the MPO are spent on an 80 / 20 basis. Eighty percent of the project costs are federal dollars, while twenty percent must be local. Prior to adding a project to the TIP, MPO staff ensures that the twenty percent local match is available.

HOW TO READ THE PROJECT LISTING

The last pages of this document are the listing of transportation projects that will be accomplished in the MPO planning area. This list contains a large amount of information in a very compact form, and must provide information to both the public and transportation officials. The following is an explanation of the columns of data from left to right:

DES#	This stands for designation number and is simply a project number used to track the project in INDOT computer systems.
KIN#	Larger projects actually consist of many smaller projects. This is why you will see multiple DES numbers listed together. The KIN number is a number to group related DES numbers.
Sponsor	The sponsor is the agency responsible for managing the project. For example, the City Engineer is generally responsible for projects that list Columbus as the sponsor.
Road	In those cases where the project involves a road, this is the road affected.
Project Description	This column gives a very brief explanation of the project. It also gives the specific location of the project, since most road projects only involve a segment of the road. Due to the brief nature of the explanation, please do not hesitate to contact either the sponsoring agency or the MPO for more specific project details.
Phase	Road projects have four basic phases. The first phase is preliminary engineering (PE). During PE the physical design of the road is defined, i.e. what is being done and how will it look. The next phase is right-of-way (RW). It is during this phase that any land required for the project is identified and purchased. The next two phases take place simultaneously; these are construction (CN) and construction engineering (CE). Construction is the actual building of the road, and construction engineering is on-site quality assurance and monitoring of the construction process.
Program	Federal transportation dollars are divided into many different programs aimed at accomplishing different goals. This information is generally more interesting to civil servants in cubicles than it is for the general public. However, if you would like to know more, please don't hesitate to ask.

Federal category	The program is most often a subpart of the category. This is another piece of information that tends to interest civil servants to a higher degree than the general public. The numbers shown are thousands of dollars. For example 1,800 means one million eight hundred thousand dollars.
Federal, State, Local	These three columns show what amount of a project is being paid for by either the federal, state or local government. The percentage paid by the federal government varies by program; however generally the federal government pays eighty percent. The numbers shown are thousands of dollars.
SFY	This shows in what state fiscal year the money is anticipated to be spent. The state fiscal year runs from July 1 st to June 30 th . It takes approximately five to seven years to complete a road project using federal aid, measuring from the time the project is programmed for funding to completion of construction. Many things (such as environmental compliance work) can delay a project; therefore the years and phasing listed are very approximate in nature. The numbers shown are thousands of dollars.
Sidewalks	This indicates whether the project will include sidewalks for pedestrians.
Bike facilities	This indicates whether the project will include some form of dedicated bike facilities such as a bike lane.
Resolution#	This column lists the original resolution number of the MPO Policy Board that resulted in the projects inclusion in the TIP.

TIP ADOPTION RESOLUTION

RESOLUTION 2007 - 3

A RESOLUTION OF THE COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION POLICY BOARD ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM FOR STATE FISCAL YEAR 2008 - 2012.

WHEREAS, the Columbus Area Metropolitan Planning Organization is the designated Metropolitan Planning Organization and responsible for transportation planning in the City of Columbus, Bartholomew County, Blue River Township of Johnson County and Jackson Township of Shelby County, and

WHEREAS, the development of an annual Transportation Improvement Program, which includes local and state projects requesting U.S. Department of Transportation funding is a requirement and part of the comprehensive planning process, and

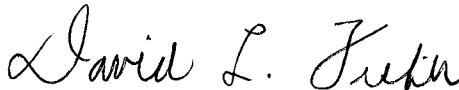
WHEREAS, staff and the Technical Advisory Committee has developed and recommended for approval the Transportation Improvement Program for State Fiscal Year 2008 - 2012, and

WHEREAS, the representation on the Technical Advisory Committee consists of those agencies initiating the recommended projects and have the authority to execute them, and

WHEREAS, the projects herein are from the adopted from and consistent with the Transportation Plan 2005 - 2030

NOW, THEREFORE BE IT RESOLVED by the Policy Board of the Columbus Area Metropolitan Planning Organization that the presented Transportation Improvement Program for State Fiscal Year 2006 is hereby accepted and adopted.

Approved this 23rd day of May, 2007



David L. Fisher, President



Attest: Fred Armstrong, Secretary

TIP AIR QUALITY CONFORMITY RESOLUTION

RESOLUTION 2007 – 4

A RESOLUTION OF THE COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION POLICY BOARD CERTIFYING THAT THE TRANSPORTATION IMPROVEMENT PROGRAM FOR STATE FISCAL YEAR 2008 – 2012 CONFORMS TO THE REQUIREMENTS OF THE 1990 CLEAN AIR ACT (CAAA).

Whereas, the Columbus Area Metropolitan Planning Organization is the designated Metropolitan Planning Organization and responsible for transportation planning in the City of Columbus, Bartholomew County, Blue River Township of Johnson County and Jackson Township of Shelby County, and

Whereas, the Blue River Township of Johnson County and the Jackson Township of Shelby County are part of the 9-County Central Indiana non-attainment area for the eight hour ozone standard, and

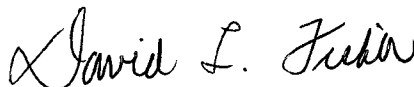
Whereas, emissions modeling of the 9-County Central Indiana non-attainment area was performed by the Indianapolis Metropolitan Planning Organization, and

Whereas, the analysis of the results of this modeling found the Transportation Plans for the 9-County Central Indiana non-attainment area to be in conformity with the goals and objectives of the State Improvement Plan (SIP), and

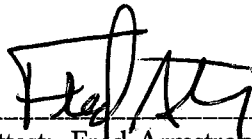
Whereas, the CAMPO Transportation Improvement Plan for State Fiscal Year 2008 – 2012, and projects contained within, is consistent with the modeling performed for the Blue River Township of Johnson County and the Jackson Township of Shelby County.

Now, therefore be it resolved that the Policy Board of the Columbus Area Metropolitan Planning Organization certifies that the presented Transportation Improvement Program for State Fiscal Year 2008 – 2012 conforms to the broad intentions for achieving and maintaining National Ambient Air Quality Standards and the requirements of the 1990 Clean Air Act Amendment.

Approved this 23rd day of May 2007

A handwritten signature in cursive script, reading "David L. Fisher".

David L. Fisher, President

A handwritten signature in cursive script, reading "Fred Armstrong".

Attest: Fred Armstrong, Secretary

ACRONYMS

TERMS & ACRONYMS	LONG VERSION	EXPLANATION
3C Planning	Continuous, cooperative and comprehensive planning	Favorite buzzwords describing the MPO planning process
5303 funds	Planning funds for transit planning	Similar to PL funds, second funding source for MPOs
5307 funds	FTA funding source for transit (bus) operations	
5309 funds	FTA funding source for transit capital needs	
ACO	Acronym Control Officer	
BR\$	Bridge Dollars	Federal funding source for bridge work
CAMPO	Columbus Area Metropolitan Planning Organization	
CAP	Cost Allocation Plan	Document showing how federal PL funds will be spent.
CE	Construction Engineering	Checks and oversight work of engineering firms during construction phase
CFY	City Fiscal Year	
CN	Construction	Acronym used to describe TIP project phases
DES#	Designation Number	
FFY	Federal Fiscal Year	INDOTs numbering system for projects
FHWA	Federal Highway Administration	
FTA	Federal Transit Administration	
GIS	Geographic Information System	
Group II	Funding for use within urbanized area	
Group III	Source for funds prior to MPO - competitive	
Group IV	Source for funds within MPA outside of urbanized area	
HPMS	Highway Performance Monitoring System	
INDOT	Indiana Department of Transportation	
INSTIP	Indiana State Transportation Improvement Program	The State's version of our TIP
ISTEA	Intermodal Surface Transportation Efficiency Act	
ITS	Intelligent Transportation System	
LRTP	Long Range Transportation Plan	
MOU	Memorandum of Understanding	
MPA	Metropolitan Planning Area	
MPO	Metropolitan Planning Organization	
PE	Preliminary Engineering	Acronym used to describe TIP project phases
PL	Planning Funds	
RFB	Request for Bid	Land aquisiton phase of projects
RFP	Request for Proposal	
RFQ	Request for Qualification	
RW	Right of Way	
SFY	State Fiscal Year	

SOW	Statement of Work	
STP	Surface Transportation Program	Largest source of funds for road projects (80 / 20 match)
TE	Transportation Enhancement	Funds for trails, beautification, etc. (enhances!!)
TIP	Transportation Improvement Program	List of street / trail / transit projects (3 year horizon)
UZA	Urbanized Area	As defined by the US Census
VMT	Vehicle miles traveled	

COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION
SFY 2008 - 2012 TRANSPORTATION IMPROVEMENT PROGRAM

DES#	KIN#	SPONSOR	ROAD	PROJECT DESCRIPTION/ LOCATION	PHASE	PROGRAM	FEDERAL CATEGORY	FEDERAL AMOUNT	STATE AMOUNT	LOCAL AMOUNT	SFY 2008	SFY 2009	SFY 2010	SFY 2011	SFY 2012	SIDE- WALKS?	BIKE FACILITIES?	ITS?	POLICY BOARD ORIG RES#
0401161		INDOT	Bridge	Bridge rehabilitation project of northbound bridge of US 31, located 0.29 miles south of SR 252	PE CN	Bridge Preservation	BR\$	24 702	6 175		30 877					no	no		2007-2
0401162		INDOT	Bridge	Bridge rehabilitation project of southbound bridge of US 31, located 0.29 miles south of SR 252	PE CN	Bridge Preservation	BR\$	24 702	6 175		30 877					no	no		2007-2
0600769		INDOT	SR 58	Road resurfacing from International Dr to the east side of I-65	CN	District Pavement Program	STP	400	100		500					no	no		2007-2
0600771		INDOT	US 31	Resurfacing from the Flat Rock River bridges north to I-65	CN	District Pavement Program	STP	3,360		840		4,200				no	no		2007-2
0100774		INDOT	SR 9	SR 9 intersection improvement with new signals at CR 600N/Hauser Drive in Bartholomew County	PE RW CN	Safety Improvements	STP	60 98 467	15 24 117			75 122				no	no		2007-3
0014600		INDOT	SR 9	SR 9, small structure replacement over tributary to Haw Creek, 5.15 miles N of	RW CN	Roadside Improvements	STP	44 196	11 49		55 245					no	no		2007-2
9902550		INDOT	SR 11	SR 11, sight distance improvement from 3.93 to 4.28 miles N of I-65	PE RW CN	Safety Improvements	STP	56 48 1,256	14 12 314		70 60			1,570		n/a	n/a		2007-7
0014750 0200820 0300117 0300268 0300269 0014820	4128	INDOT	US 31	US 31 road reconstruction from US 50 to CR 50 N 3 miles N of SR 9 includes 1 intersection improvement , 6 bridges, signs and signals	PE RW	Non-Interstate preservation	STP	653 2,758	163 689		816			3,447		no yes	no no		2005-7
9700230 9800231 990023A 990023X	3662	INDOT	US 31	US 31, road reconstruction from CR 50 N to Washington St. Includes 6 bridges, intersection improvements, signals, signs, and widening to four lanes.	CN	Expansion / Major Improvements	Major Moves Project		23,639					23,639		yes	no		2005-7
9902620 0401341	4604	INDOT	US 31	US 31 intersection improvements at Base Rd, includes flashers	CN	Safety Improvements	NHS	780	195		975					no	no		2005-7
100760		INDOT	SR 46	SR46 and CR 500 W, 2.69 miles W of I-65	RW	Safety Improvements	NHS	72	18			90				no	no		2008-3
0100762		INDOT	SR 46	SR 46, intersection improvement at CR 675W, 5.43 miles W of I-65	CN	Safety Improvements	NHS	280	70				350			no	no		2005-7
0100759		INDOT	SR 46	SR 46, intersection improvement at Country Club Rd (CR 590W), 3.54 miles W of I-65	CN	Safety Improvements	NHS	662	165				827			no	no		2005-7
					RW			72	18			90							

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DES#	KIN#	SPONSOR	ROAD	PROJECT DESCRIPTION/ LOCATION	PHASE	PROGRAM	FEDERAL CATEGORY	FEDERAL AMOUNT	STATE AMOUNT	LOCAL AMOUNT	SFY 2008	SFY 2009	SFY 2010	SFY 2011	SFY 2012	SIDE- WALKS?	BIKE FACILITIES?	ITS?	POLICY BOARD ORIG RES#
0014790		INDOT	SR 46	SR 46, sight distance improvement from S Heights Drive to SR 100S	CN	Safety Improvements	NHS	483	121			604				no	no		2005-7
0101101		INDOT	I-65	I-65, interchange modification at SR 58	PE RW CN	Expansion / Major Improvements	Major Moves Project		200 500 6,633		200	500	6,633			no	no		2005-7
9902930 0710337	4885	INDOT	SR 46	SR 46 added travel lanes State St from Marr Rd to Mapleton/Pence St includes signals and signs	CN	Expansion / Major Improvements	Major Moves Project		3,940			3,940				yes	no		2005-7
0400564		INDOT	Bridge	Painting of I-65 Bridge over SR 46	na	Bridge Maintenance	STP	400	100		500					na	na		2007-2
0600488		INDOT	SR 46	Pipe lining, 2.45 miles west of I-65	CN	Roadside Improvements	STP	72	18		90					na	na		2007-2
9902660 0710156		INDOT	SR 11	Intersection improvements at the intersection of CR 450 S and SR 11 to include house removals	CN PE	Safety Improvements	STP	960 8	240 2			1,200 10				no no	no no		2007-2
0800516				Traffic Signal Modernization	CN			48	12			60				na	na		
0600663		INDOT	various locations	Traffic signal modernization	PE RW CN		STP	28 8 252	7 2 63		35 10		315			na	na		2007-7
0710697		INDOT	SR 11	Small structure replacement on SR 11 at 2.4 miles north of CR 1100 S.	PE RW CN	Roadside Improvements	STP	14 14 139	3 3 35		17			17		na	na		2007-7
0710678		INDOT	SR 46	Small structure repair on SR 46, 6.33 miles west of I-65.	CN	Roadside Improvements	STP	80	20			100				na	na		2007-7
0710629		INDOT	SR 7	Small structure replacement at reference post 36+58	PE RW CN	Roadside Improvements	STP	7 7 130	2 2 33		8	8	163			na	na		2007-7
0710639		INDOT	SR 11	Small structure replacment on SR 11, 1.19 miles S of SR 46	PE RW CN	Roadside Improvements	STP	4 4 86	1 1 22		5	5		108		na	na		2007-7
0710641		INDOT	SR 58	Small structure replacement on SR 58, 6.45 miles E of SR 135	PE RW CN	Roadside Improvements	STP	5 5 52	1 1 13		7	7		66		na	na		2007-7

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0800076		INDOT	SR 7	Bridge replacement over Little Sand Creek, 1.81 miels S of US 31 in Bartholomew County	PE	Bridge Replacement		54	14			68				na	na		2008-3
0800150		INDOT	US 31	Bridge deck replacement over Sugar Creek (southbound lanes), .54 miles S of SR 252 in Johnson County	PE	Bridge Deck Replacement		95	24			119				na	na		2008-3
0800152		INDOT	US 31	Bridge deck replacement over Sugar Creek (northbound lanes), .54 mile S of SR 252 in Johnson County	PE	Bridge Deck Replacement		95	24			119				na	na		2008-3
0710629		INDOT	SR 7	Small structure replacement at reference post 36+58 in Bartholomew County	PE	Small structure replacement		32	8			40				na	na		2008-3
0501214		INDOT	I65	Asphalt patching on I-65 from the bridge over the Driftwood River to .45 mile N of SR 31	CN			2,250	250			2,500				na	na		2008-3
0501213		INDOT	I65	Hot mix asphalt overlay on I-65 from the bridge over CR 350 South to the bridge over the Driftwood River in Bartholomew County	CN			3,600	400			4,000				na	na		2008-3
9300140		INDOT	SR 252	SR 252 from 1-65 to Flatrock in Shelby County - Road Rehaiblitation	PE	Road Rehabilitation		296	74			370				na	na		2008-3
710150		INDOT	I-65	Install a new guardrail at various locations on I-65 in Shelby County	PE CN			180 396	20 44			200		440					2008-3
0200811		Columbus	200 S	City Street 200 S from SR 11 to 150 W	CN CN CE	TCSP Group II Group II	STP STP STP	1,041 746 237		186 59			1,041 932 296			yes	yes		2005 - 7
0500875		Columbus	Taylor Rd	Pavement reconstruction from 25th St to Rocky Ford	PE RW CN CE	Group II	STP	232 128 3,200 480		58 32 800 120	290	160			4,000 600	yes	yes		2005 - 7
0500868		Columbus	Westenedge	Pavement reconstruction from US 31 to Rocky Ford	PE RW CN CE	Group II	STP	128 40 1,200 180		32 10 300 45	80	80	50	1,500 225		yes	yes		2005 - 7
0500876		Columbus	Indiana Ave	Pavement reconstruction from State St to Marr Rd	PE RW CN	Group II	STP	232 40 4,412		58 10 1,103	290	50	5,515			yes	yes		2005 - 7
0500866		Columbus	Rocky Ford	Pavement reconstruction from Taylor to Tally Rd	PE RW CN CE	Group II	STP	166 529 3,600 540		41 132 900 135	200	7	661	4,500 675		yes	yes		2005 - 7

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0500867		Columbus	Marr Rd	Pavement reconstruction and realignment from 1700 ft North of Rocky Ford to 300N	PE CN CE	Group II	STP	56 560 84		14 140 21	70					yes	yes		2005 - 7
na		Columbus	8th Street	Rerouting of 8th Street plus the addition of a round-about.	CN	City Thoroughfare	na			1,516	1,516					yes	yes		2005 - 11
na		Columbus	Carr Hill Road	Pavement Reconstruction from Terrace Lake Road to I-65	PE	City	na			198	198					yes	yes		2008-3
0201240		Columbus	People Trail	Other, Enhancment Trail connecting southern Fairgrounds, Owens Bend, 10th ST/Taylor and Marr Rd	CN	Enhancement	STP	762		190			952			na	na		2005 - 7
9506290		Columbus	17th Street	City Street/Road Reconstruction 17th Street from US 31 to Central Avenue	RW CN CN CE	Group II Group III Group II Group II	STP STP STP STP	1,440 800 2,320 468		360 200 580 117	1,800					yes	yes		2004 - 2
0500692		Bartholomew County	17th Street Bridge	Rehabilitation of bridge #290 at 17th Street and Hawcreek Blvd.	PE CN CE	Group II	STP	76 400 60		19 100 15	95					yes	yes		2005 - 3
0500589	4975	Bartholomew County	CR 600N	600N Phase I - Road reconstruction from 2100 ft west of CR 475E to 1200 ft east of CR 475E	PE RW CN CE	Local Local Group IV Group IV	na na STP STP			108 59 197 35	108 59					no	no		2005 - 11
0300997	4975	Bartholomew	Bridge 81	Bridge #81 over Tough Creek on CR 600N	CN CE	Bridge Program	BR\$	733 110		183 27		916 137				no	no		2005 - 7
0501062		Bartholomew County	CR 600N	600N Phase II - Road reconstruction from 625 ft west of Marr Rd to 4900 ft east of Marr Rd	PE	Local	na			27	27					no	no		2007 - 3
na		Bartholomew	CR 600 N	600N Phase III - Road reconstruction 550 ft east of Bridge #80 to 2200 ft west of CR 325 E to include Bridge #80	CN CE	Local Local	na na			1,800 270		1,800 270				no	no		2007 - 3
9982690	4909	Bartholomew County	Bridge 26	Replacement of Bridge #26 over Clifty Creek north of Newburn	PE CN CE	Local Bridge Program	na BR\$ BR\$			300 240	300			1,200 36		no	no		2006 - 5
0401196	4904	Bartholomew County	Bridge 26	Refurbishment of old Bridge #26 and relocation from Clifty Creek north of Newburn to Anderson Falls Park to serve	PE CN	Local Transportation Enhancement	STP na	40 544		10 136		50		680		na	na		2007 - 3
		Johnson County	Bridge 35	Bridge rehabilitation of bridge number 35 over the Big Blue River on CR 800 East, 0.4 miles sour of CR 650 S	CN	Stimulus		435				435				na	na		admin
0600257		Bartholomew		County bridge inspections	na			108		27	31		52		52	na	na		2007 - 3

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na		ColumBUS		Capital improvements to the transit	PE	FTA Formula	FTA 5307	120		30	150					yes	yes		2007 - 3
na		ColumBUS		Transit operating cost	na	FTA Formula	FTA 5307	2,427	1,213	1,213	1,160	1,195	1,231	1,268		na	na		2007 - 3
na		Bartholomew		Safe Routes to School planning grant	na	SRTS	SRTS	69			69					na	na		2007 - 3
na		Quinco		80% federal share of two van purchases	na	FTA Formula	FTA 5310	61			61					na	na		2007 - 3
na		DSI		80% federal share of two van purchases	na	FTA Formula	FTA 5310	70			70					na	na		2007 - 3
								53,651	40,023	12,995	11,981	31,098	50,299	8,358	4,826	=	106,562		Total